

Co-day's Advertisements.

QUEEN'S COLLEGE.

HIS EXCELLENCY, THE GOVERNOR, SIR HENRY A. BLAKE, G.C.M.G., will preside at the PRIZE DISTRIBUTION at the above Government Institution, on TUESDAY, the 23rd instant, at NOON.

All interested in Education are cordially invited.

Geo. H. BATESON WRIGHT, D.D., Head Master, Hongkong, 20th January, 1900. [85b]

GOVERNMENT NOTIFICATION.

WANTED for the Post of Inspector in the Hongkong Water Police a Member of the Mercantile Marine holding a Mate's Certificate. Must be single. Salary \$1,368 per Annum with Exchange Compensation (equivalent to \$30 a month at Present Rates) added, free quarters, fuel, light and uniform, with free Passage to England and back, and 9 months' leave on half-pay every 5 years.

Apply personally to the Captain Superintendent of Police, Central Police Station Hongkong.

By Command, J. H. STEWART LOCKHART, Colonial Secretary, Hongkong, 19th January, 1900. [85b]



Mr. Tubby. "I eat Ruttonjee's Bread!"

Mr. Spindleshanks. "I don't!"

BREAD! BREAD! BREAD!

MR. H. RUTTONJEE begs to inform his numerous Patrons that he is now prepared to deliver BREAD in WANCHAI and the EAST END of the City between the hours of 6 and 7 A.M.

CUSTOMERS requiring BREAD to be delivered are requested to kindly notify the same to

H. RUTTONJEE, 13 & 15, Dagular Street, Hongkong, 20th January, 1900. [34]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"OLDENBURG"

of the NORDDEUTSCHER LLOYD.

Captain H. Prager, due here with the outward German Mail about the 25th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents, Hongkong, 20th January, 1900. [22]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BALATA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"VALETTA"

Captain F. N. Tildard, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 3rd February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent, Hongkong, 20th January, 1900. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. Himalaya.

From Persian Gulf, ex S.S. Nisari, &c.

Optional Goods will be landed here unless instructions are given to the contrary before

1 P.M. TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by the in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent, Hongkong, 20th January, 1900. [5]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE & SPIRIT MERCHANTS.

RAINIER BEER.

PURE, SPARKLING.

INVIGORATING

AND

HEALTHGIVING.

"Undoubtedly the best Beer that has yet been brewed in America."

PRICE:

Per Case of 6 dozen PINTS. \$13.50 net.

4 QUARTS. \$13.50 net.

Sole Agent for Hongkong and South China:

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

BIRTH.

On January 15th, at Glen Ariff, Tangle, Singapore, the wife of G. S. N. SANDERS, of a daughter.

The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 20, 1900.

NOTES AND COMMENTS.

PIRACY AND BRIGANDAGE.

In another column will be found a statement, made by a Chinese contemporary, to the effect that the pirates and brigands of the Two Kwangs, not content with laying blackmail upon and looting Chinese junks, riffs and launches upon the waterways and terrorising the Chinese merchants and extorting money from them by threats, have now even gone so far as to extend their demands to the Shamoen. The Chinese paper from which we translated this piece of news was unable to vouch for the truth of it, but a representative of the *Telegraph*, by judicious enquiries in well-informed circles, was able to establish beyond doubt the fact that threats had been made and blackmail demanded. Of course it is impossible to say if the demands are genuine and sent by the brigand chief; some foolish person may be trying to play a practical joke (certainly a very poor one) on the Shamoen residents; but, true or false, the demand and threat should not be lost sight of, and we trust that steps will be taken to ensure the safety of the foreigners at Canton against any attack that may be made upon them. It must be remembered that the Chinese New Year is approaching, that times are hard in the Two Kwangs owing to the lawlessness that prevails and that an attack upon the Shamoen would not be at all improbable. It is very satisfactory to know that the German gunboat *Hilis* is at present at Canton, but we think that a British war vessel should be sent there immediately. No official demand may have been made for one, but then we all know that such demands are seldom made until the danger is either actually present and an armed mob surrounding a Consulate, or until the damage has been done and the brigands have had time to clear off with their loot. Why not send the *Hyacin* up again with her big guns?

THE WAR.

News continues to filter through from South Africa by fits and starts, and although nothing of a very definite nature is as yet to hand it is easy to read between the lines and see that our troops are on the move and mean to push right up to Ladysmith. The Tugela River has at last been crossed and thus the first obstacle has been surmounted. Of course there is the big tussle to come, but we do not think that General Buller will risk another reverse. He will take care that success is assured this time, at whatever cost, and although we may look forward to a big butcher's bill we do not imagine that there can be much doubt as to the result. The road to Ladysmith has got to be opened and General Buller will do it. But where are Lord Roberts and Kitchener? Reuter announced their arrival at Capetown on the tenth instant and since then, as we predicted, they have both vanished, so far as any news of their whereabouts is concerned. They may be with any one of the divisions in South Africa or they may have started a fresh line of attack upon their own account. It is evident that all news of their movements is being carefully suppressed and we think that when we do hear of them we shall have no cause to grumble over the news. As Kipling says in his poem which we publish to-day—

What he does not know o' war,

General Bobs,

You can ast the shop next door—

Can't they, Bobs?

Oh, 'e's little, but 'e's wise;

'E's a terror for 'is size,

An' 'e does not advertise—

Do yer, Bobs?

REUTER'S TELEGRAMS.

REUTER'S SERVICE.

THE WAR.

Operations on the Tugela. The River Crossed.

LONDON, January 18th.

The *Times* Correspondent at Spierman's Farm, under date 17th instant, says that a force marched Westward on the 16th under Colonel Dundonald and dashing occupied the hills above Potgieters Drift, completely surprising the Boers. The same evening the infantry followed. General Lyttonell's brigade crossed the Tugela River yesterday.

General Warren's division has forced a passage and crossed the Tugela near Wagon Drift, with all arms, in face of a hot and heavy fire effecting a satisfactory lodgement two miles further on, towards Sprokenkop.

LATER.

The Tugela River.

General Warren hopes to be able to turn the enemy's position, which is situated five miles to his right front and which is being strongly entrenched.

Buller's Address.

General Buller has issued a spirited appeal to the troops saying that they are going to relieve their comrades at Ladysmith and that there will be no turning back. The troops are well and confident.

Arrival of General Hector Macdonald.

General Hector Macdonald has arrived at Capetown.

HONGKONG VOLUNTEER GAZETTE SERVICE.

Cape Colony.

General Gatacre reports that 300 of all ranks have advanced from Bushmanshoek to Loperberg, and the 74th Infantry and a Company of Mounted Infantry, from Sterkstroom to Bushmanshoek.

Natal.

Reuter's Correspondent, writing from the Camp above Potgieters Drift, says that on Monday the advance was begun; on Wednesday Col. Dundonald's Mounted Brigade, together with the 5th Brigade, under General Hart, marched from Springfield, having previously reconnoitred all suspicious country and thoroughly scouted it. The Column then reached Mount Alice, facing the enemy's position on the Tugela heights, and the South African Horse, swimming the river, fetched a pontoon across. The enemy, who were surprised, struck their Camp.

WEATHER REPORT.

The Observatory report says:—

On the 20th at 11.55 a.m. the barometer has fallen in China; particularly on the E. coast; risen in the extreme North. Pressure is high over the North of the Sea of Japan, and a depression seems to be moving Eastwards in Shanghai. Gradients slight with light monsoon in S. China and the N. part of the China Sea. FORECAST:—Variable winds; light; fair.

LOCAL AND GENERAL.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel, this evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.

1. March, "Come along with me." 2. Polka, "The Blue Bell." 3. Waltz, "The Blue Bell." 4. Fantasia, "The Blue Bell." 5. Minuet, "The Blue Bell." 6. Romanze, "The Blue Bell." 7. Polka, "The Blue Bell." 8. Waltz, "The Blue Bell." 9. Fantasia, "The Blue Bell." 10. Minuet, "The Blue Bell." 11. Romanze, "The Blue Bell." 12. Polka, "The Blue Bell." 13. Waltz, "The Blue Bell." 14. Fantasia, "The Blue Bell." 15. Minuet, "The Blue Bell." 16. Romanze, "The Blue Bell." 17. Polka, "The Blue Bell." 18. Waltz, "The Blue Bell." 19. Fantasia, "The Blue Bell." 20. Minuet, "The Blue Bell." 21. Romanze, "The Blue Bell." 22. Polka, "The Blue Bell." 23. Waltz, "The Blue Bell." 24. Fantasia, "The Blue Bell." 25. Minuet, "The Blue Bell." 26. Romanze, "The Blue Bell." 27. Polka, "The Blue Bell." 28. Waltz, "The Blue Bell." 29. Fantasia, "The Blue Bell." 30. Minuet, "The Blue Bell." 31. Romanze, "The Blue Bell." 32. Polka, "The Blue Bell." 33. Waltz, "The Blue Bell." 34. Fantasia, "The Blue Bell." 35. 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European Troops of the East India Co.	14,066
Volunteers, Great Britain	75,319
Marines	31,160
Tars	98,600

Actual war strength in 1899—821,650
That is a total of 821,650 fighting men out of a population numbering in 1899 less than 15,000,000—to be exact, 14,012,046 souls. The same percentage, by no means the extreme limit of the present population, would give us 2,300,000 troops.

Even at the present moment the actual war strength of the Empire is greater than most persons imagine. It is approximately as follows:

Army at home and abroad	238,172
Reserves	78,798
Militia Reserves	29,050
Militia	90,000
Yeomanry	8,800
Volunteers	230,000
Imperial Native Army of India (excluding Native States)	150,000
European Volunteers in India and elsewhere	30,000
Imperial Service Troops	20,000
Canadian Militia Reserves	35,000
Canadian Militia	200,000
Cape Colony Volunteers, Mounted Rifles, &c.	7,400
New South Wales Forces	10,000
Victorian Forces	7,000
South Australian Forces	3,000
Forces of other Australian Colonies	3,000
New Zealand Forces	7,000
Other Colonies, &c.	12,000

Actual war strength of the Empire—1,168,170

Officers' Superb Bravery.

HOW THE GUNS WERE LOST.
CHIEFLEY CAMP, Dec. 16th, 12.10 P.M.

I have now obtained further details of how the guns of the 14th and 66th Batteries were lost.

After continuous firing they ran short of ammunition. The men were then ordered to go under cover and wait for further supplies to be brought up. There was absolutely no idea of abandoning the guns, which were in no way disabled.

On being ordered, however, to retire the men carried with them all the ammunition. Captain White-Thomson and his command on his way back to the front to get some blankets for the wounded.

Captain Smith, while en route to General Buller, and Lieutenant F. H. S. Roberts, while en route to General Buller, with great gallantry brought in three of the guns under a heavy fire, in which Lieutenant Roberts was severely wounded. Captain Herbert, staff officer to Colonel Buller, and his horse killed under him. Colonel Long, who was severely wounded by a bullet from a machine gun, but it has been extracted, and he is now doing well.

The Cavalry Brigade had a very hot engagement. Lord Dunsford, who was in command, tried hard to take Blanganga Hill on our extreme right. The front of the hill occupied by a strong force of Boers. The South African Horse advanced on the front under a heavy shell fire. The Boers, however, the Natal Carbineers, the Imperial Light Horse, and the Mounted Infantry at the same time attempted a flanking attack, but the Boer lines which ran along some high ground to the right of the flanking party made it impossible to carry out any such movement for capturing the hill.

Meanwhile the 7th Battery, which was with Lord Dunsford, kept shelling Blanganga and Fort Wyke in turn, the latter being done in order to assist the general advance.

About mid-day Lord Dunsford was ordered to retire, but he was unable to carry out the order for another two hours, because as soon as the men began to move they became a target for the enemy's fire. It was only under a continuous shell-fire that the retirement was eventually effected, but, considering the circumstances, it was done without undue loss. The men were very reluctant to retire at all. Their behaviour was splendid, and two men will be recommended for the Victoria Cross.

Owing to the bad light it was impossible to see the Boers, and as they used smokeless powder their fire did not reveal their position.

The 7th Battery, under command of Major Henshaw, made splendid practice. During the engagement Lord Dunsford ordered a team of gun and wagon horses, under Captain Reed, to assist the 14th and 66th Batteries to recover their guns. Captain Reed returned to the 7th Battery, and though he came back with a bullet in his leg, he insisted on remaining with it until he was ordered back to camp.—*Infant.*

Opinion in France.

CRITICISM OF OUR GENERALS' TACTICS.

PARIS, December 17th.

The papers give all the more prominence to Saturday's sensational news from the Transvaal, as there is so little happening at home of the least interest or importance. Frenchmen in general are surprised and, indeed, astonished at the three reverses undergone in quick succession by British arms. At the opening of the campaign the common expectation was that the Boers would score a few slight successes, due to the numerical weakness of the English troops that could be opposed to them in the first instance. It was thought, however, that their triumph would be brief, and that with the arrival of the main army from England the Boers would soon be reduced to defending their country by an obstinate but hopeless guerrilla warfare. More recently, the idea that Sir Redvers Buller would quickly counterbalance the defeats of Generals Gatacre and Methuen, was certainly as prevalent here as in London, however different were the feelings with which the prospect was viewed in the two capitals.

Now that the Boers are victorious for the moment all along the line there is a tendency, more especially of course, in the Anglophobe section of the press, to exaggerate the consequences of their success and the difficulties of the British situation. Papers that hitherto had never even admitted the possibility of the campaign ending otherwise than in the triumph of England are now beginning to express doubts in cautious language as to the issue of the war. The belief expressed in some journals that peace negotiations are likely to be the result of the recent disastrous encounters is not shared by the thinking public. In private conversation the great majority of Frenchmen recognize that the patriotism of the English and their sense of national dignity will forbid all notion at the present juncture of the country backing out of the task on which it is engaged. The calm with which the nation receives the bad news from the seat of war continues to excite envious admiration. Almost everybody with whom one converses refers to this aspect of the situation, and draws a parallel between what is happening in England and what would have happened in France in like circumstances, by no means flattering to the latter country.

Particularly the absence of outcry against Mr. Chamberlain's conduct is noteworthy.

Very strong utterances as to what would have been his fate had he been a Frenchman are universally indulged in.

In military circles the British generals are the object of scathing criticism. The tactics employed are regarded with sheer bewilderment. Not a word of blame is uttered against

the troops, but it is commonly asserted that, led as they are, the English armies will have to number not one but two hundred thousand men to conquer the Transvaal. The most moderate critics declare that the English tactics as recounted in the official despatches are wholly inexplicable, and that it must charitably be supposed that they are not so egregiously bad as these summary reports might seem to indicate. Some experts, however, are of opinion that the war is proving that no troops in the world can dislodge with opponents who are entrenched and armed with repeating rifles and quick-firing guns.

BY THE MAIL.

[From Home Papers.]

Launch of a Cunard Liner.

Messrs. John Brown and Company, Clydebank, Glasgow, on 16th ult. launched the twin-screw steamer *Saxonia* for the Cunard line. She is 13,900 tons burden, and will have a speed of sixteen knots. Accommodation is provided for 1,300 passengers, of which 150 will be first-class. She is a sister ship to the *Terrina*, building on the Tyne.

Clothing for Soldiers' Families.

The appeal made by Colonel Stapole, Chief Transport Officer at Southampton, for funds to supply clothing, &c., to the wives and families of soldiers serving in South Africa on their return to this country, has met with so generous a response that enough money has been obtained. Colonel Stapole is anxious that no more should be contributed.

The New U.S. Consul at Pretoria.

Mr. Althbert Stone Hay, the new United States Consul at Pretoria, arrived in London from Washington on 21st ult. Mr. Hay, who is the son of the United States Secretary of State, was to stay in England over Christmas and leave for South Africa by the Union liner *Maori* on December 30. Shortly after reaching the Cape he will go to Pretoria, where he will take up the duties of Consul in succession to Mr. Macnam. He has already received requests for information to be wired home as to the health of the imprisoned officers.

The "Maine" as a Pirate!

"From the proceedings that took place when the *Maine* was presented with a Union Jack, I gather," says *Truth*, "that the vessel contained, sailing under the American flag, a large number of the ladies in command, possibly are not aware that a ship sailing under the flag of any nation is, by international law, a private. I do not suppose that the *Maine* will be treated as one, nor do I know precisely why such a vessel is a pirate. But such is the law."

The Queen and Irish Industries.

The Queen recently sent to Viscountess Duncannon for a box of her Garryhill work from which to choose Christmas presents, and her Majesty purchased several dozen of dollies, handkerchiefs, tea cloths, &c., all beautiful Irish hand-made cottage work for which the school founded by Lady Duncannon has become famous. Her Majesty has always been a generous buyer of the work of the Irish peasant.

The Fugitive Mahmud Pasha.

CONSTANTINOPLE, December 20th.

The Turkish Ambassador in Paris has informed the French Government that the Sultan has abandoned the idea of demanding the arrest of Mahmud Pasha and his two sons. His Majesty, however, hopes that Mahmud Pasha will be induced to remain in Paris. The Sultan does not wish him to go to London. It is presumed that this unexpected decision was arrived at owing to information that France would refuse Mahmud's extradition.—*Reuter.*

Mr. Justice Bucknill's Readiness to Fight.

Mr. Justice Bucknill, who presided over a smoking concert at Epsom, given in aid of the war relief fund, referred with pride to the fact that his late father initiated the Volunteer movement in the West of England. If necessity arose, continued the judge, he too should be willing again to don the Volunteer's uniform and join the Epsom corps. Though in the autumn of his years, he would rather put his back against the wall and fight the world than give in a righteous cause, such as he believed them to be now fighting.

The "Keeness" of the Yeomanry.

The intimation that the Yeomanry Cavalry will have a chance of proceeding to the front has created great excitement in Ayr and neighbourhood. The Ayrshire Yeomanry is one of the smartest regiments in the kingdom, and regularly distinguished itself in the Lord-Lindsay competition at Wimbledon and Hiseley. A number of officers and men have, long ago, volunteered to go on active service, and more men are likely to volunteer than will be wanted. This "keeness" to see service is, indeed, the animating spirit of the Yeomanry throughout the country.

Convalescent Homes for the Wounded.

Earl Carrington announced on 18th ult. at High Wycombe with reference to the large number of wounded soldiers now on their way home from South Africa, that he was commissioned—by Countess Carrington—who had talked the matter over with her cousin, Lady Ancester, to suggest that more convalescent homes should be provided in different parts of the country for the treatment of soldiers when discharged from the military hospitals. Such institutions would be under military management. It is an arrangement could be made, he and the Countess would be very happy to support it by placing Hill Farm House, High Wycombe, at the disposal of the authorities.

"It Makes Yer Laugh, Don't It?"

With a beaming countenance, the effect of which was unfortunately marred by two black eyes, a working man applied to Mr. Plowden the other day for process against his nephew for assault.

Mr. Plowden: You don't seem to bear him much malice.

The Applicant (smiling): And he's threatened to give me some more.

Mr. Plowden: It seems to fill you with pleasant recollections.

Applicant (laughing): It makes yer laugh, don't it? Ha, ha, ha. (Great laughter.)

Mr. Plowden: Do you want the joke to come back?

The Applicant: I want a summons.

Mr. Plowden: You think there is a tragic side to it then. Take a summons.

Sale of Nelson Relics.

Messrs. Christie, Manson and Woods sold on 18th ult. at their rooms, King-street, St. James's, a circular snuffbox of cut and polished steel, decorated with rosette and star-pattern ornament, and lined with gold, and inscribed "This box was presented to Horatio Viscount Nelson by the Society of Steel Workers of Birmingham; September 4, 1792." "Let him wear

the palm who has deserved it." The bidding commenced at 40s., and was eventually knocked down to Mr. Davis, of Birmingham, for 77s. Another snuffbox of oak (formerly the property of Lady Hamilton), the lid inlaid with a minute ivory carving of the British fleet formed in two lines before the battle of Trafalgar, in gold mount, and lined with gold, inscribed "This box is formed from a splinter of the *Victory*, commanded by Lord Viscount Nelson, in the ever memorable engagement off Trafalgar on ye 21st October, 1805, in which he fell, but not until his superior nautical skill and most intrepid courage had completely overcome the combined fleets of France and Spain," fetched 70s.

Message of Lord Roberts.

In response to a request, Field-Marshal Lord Roberts has sent the Canadian and American people through the Associated Press the following message: "Circumstances naturally forbid my speaking about the campaign ahead of me, except to say that I have entire confidence in the British soldier, and that I believe the traditions of our army will be upheld in South Africa. For the friendly interest and sympathy exhibited by many Americans I am most deeply grateful. I feel sure that the justice of our cause merits this. Though we be at war, I can safely say that no unnecessary harshness and no acts of inhumanity will mar the fair name of this branch of the Anglo-Saxon race."

"I cannot too warmly express my admiration of the spirit which prevails in our colonies. The action of Canada will always be a glorious page in the history of the sons of the Empire. I look for great things from the men she has sent and is sending to the front."

"Reports which indicate that 'disloyalty exists amongst the Irish' are absolutely untrue. In the hour of danger my countrymen have ever been among the first to lay down their lives for their Queen and country, and whether it be against Boer or any other nationality the Irish soldier will be found loyal to his Queen and brave in battle."—*Reuter.*

Clothing Tommy Atkins.

The greatest activity prevails throughout the Royal Army Clothing Department at Grosvenor Road, Piccadilly. In all the branches the employees are working at high pressure in order to cope with the unprecedented demand made upon the resources of the Department. The huge piles of clothing and other equipment lying about the Department's extensive premises, not to mention the innumerable bales ready for shipment or distribution, and big rolls of cloth newly arrived for inspection, present a remarkable sight.

Since the beginning of October over 200,000 suits of khaki have been issued, whilst it is intended that at least a million yards of the familiar drill shall be made into uniforms during the next two months. In addition, between 30,000 and 40,000 drab serge uniforms have been supplied; these form but an instalment of a huge total, for present contracts provide for some 230,000 more. The issue of drab serge suits only began within the last few weeks with the mobilization of the Fifth Division, and some difficulty was experienced in getting the material in sufficient quantity and dyed the right shade. The sixth and seventh Divisions will take at least a suit apiece both of drab serge and khaki.

For the past few months the average daily output of stores for the use of outgoing troops has been 35 tons, including hospital stores. About 50 tons per week of reserve stores have been sent to the Cape. The significance of these figures may be better appreciated by the fact that the annual output of stores from the Department is about 3,000 tons.

Railway Collision at Bermondsey.

Shortly after eight o'clock on the 19th ult. the 8.10 train from London Bridge for East Grinstead ran into the rear of the 8.7 train from London Bridge to Victoria (via the South London) close to Bermondsey signal-box. The guard's van and next carriage were smashed. Two passengers, evidently workmen, were killed on the spot, and five other passengers and two guards were injured. On one of the passengers killed was found a card with the name "Frederick Holloway" and but there was nothing upon the other dead passenger by which to identify him. The name of the other passengers injured are: F. J. Hunt, Tollington Park; J. Bennett, 32 Elizabeth-road, Tottenham; Thomas Groves, Islington; W. H. Stevens, Southwark Bridge-road; and H. Hicks, of Peckham. The guards injured are named Reeves and Peto. The latter is lying at Guy's Hospital seriously injured. The injuries of the passengers are described as slight, and they were all able to proceed to their destinations.

The accident had the effect of blocking the line for some time, and a number of City men had to detain their cars and proceed on foot or by omnibus to the City. Asked what caused the accident, the authorities at London Bridge were unable to say at present, but pointed out that the collision occurred in a fog. Both were down trains, and were not very heavily laden with passengers. It appears that the train, from Victoria was standing still when the Oxford train dashed into it. The impact was of considerable force, for, in addition to the destruction of the van and carriage, the smoke-stack and buffers of the colliding engine were broken off.

"The Art of Running Down"—the English.

We (Pall Mall) have almost become accustomed to the abuse of the Continental press, but surely no more virulent attack upon England has appeared in all the long category of foreign vilification than that which is given the chief place in the columns of *Le Soir* (Brussels) of Saturday, December 2nd. It is headed "Américains Anglais," and is a most extraordinary farrow of charges against our army in the Transvaal. The article commences by saying that the post has brought a brochure by M. Edmond Demolins entitled "Boers and English," and, at the same time, a packet of letters from Belgians who have taken up their abode in the Transvaal. The author of the pamphlet is on the side of the English, affirming that they are the instrument of evolution in their struggle against the Boers, and, as against this view, the Brussels evening paper prints a number of letters which it declares it has received from "disinterested" always with an accent on the disinterested—compatriot correspondents. One letter, bearing date Pretoria, October 20th, says:

"It is already proved that the English, in spite of all the conventions, make the Kaffirs fight in their ranks. They are the first to be sent to face fire. If the blacks break the Boer lines, the English follow in order to cry 'Victory!' but if, as is the case up to the present, their lot is unfavourable, a contrary state of things is produced. These are the unfortunate blacks, who are massacred for the soldiers of the Queen, permitting the latter to lead a retired and peaceful life."

The English act towards the Boers as if face to face with a savage horde, and their conduct is in formal contradiction to the principles and social laws which govern the relations of civilized belligerents of white races.

The presence of natives in the midst of English soldiers is an unworthy thing. To suppose that England triumphs is to have the

dread that the savages, whom she has made her auxiliaries, will deliver themselves to the worst excesses. Intoxicated by victory and gorged with whisky, they will pillage and burn the villages, massacring the defenceless women.

These precious documents, always disinterested, contain other remarkable charges, such, for instance, that the English use Dum-Dum bullets, that they slay the wounded and that they are accustomed to carry the heads of the slain upon their spear-points. Here, again, is another effusion:

How cowardly they are! At Dundee they fled, abandoning on the field of battle their wounded, and even dying general. They saved themselves with their arms, thanks to a thick fog, which hid their flight.

One letter has the title "Drunken Assassins." After commenting on the drunkenness of the English soldiers the writer says: "It is not astonishing that, in their intoxicated frenzy, they have been accustomed after the manner of savages to barbarism."

Le Soir adds, on its own account, by way of setting to these impartial epistles: "The English have continued in the Transvaal their practices in the Sudan. To war with savages they have become savage themselves." After recapitulating the "Dum-Dum" and other charges, the writer says: "The French language is powerless to brand such abominations." "We know," continues the journal, "the severity of the natural laws, but it is impossible to admit that progressive evolution is only to be accomplished at the price of these atrocities."

Commenting on the above "a Britisher Abroad" writes:

"The attention you have bestowed on the virulent attacks upon England appearing in the columns of *Le Soir* (Brussels) is giving an importance to that 'advertisement-sheet' which it does not deserve. *Le Soir* is not a newspaper. It claims to have a large circulation, but this is obtained because it is given away. *Le Soir* is delivered free to every house in Brussels, provided the occupier will pay threepence a month to the *porteur* for the cost of delivery. On the strength of this it obtains a number of advertisements, but its communications political or social events carry no weight whatever. It is one of Dr. Leyds's organs, and it published the advertisement offering engagements in the English army. It would just as readily publish a column of fulsome praise of England if paid for at so many francs per line. Few of the journals published in Brussels should be taken seriously while Dr. Leyds and his mischievous 'Legation' are allowed to remain in this city."

SHIPPING REPORTS.

Captain Weigall, of the steamship *Loongang*, from Manila, reports: Fine weather.

Captain Smith, of the steamship *Taksang*, from Bangkok, reports: Strong monsoon and high head sea throughout.

Captain Lincoln, of the steamship *Koonkee*, from Shanghai, reports: Shanghai to Haichu Island light variable winds, fine and overcast, thence to port moderate northerly winds and fine cloudy weather.

NOTANDA.

CALENDAR.

JANUARY.
Meteorological means based on fifteen years' observations to 1898.

Barometer	30.159
Thermometer	59.7
Humidity	74
Rainfall	1.545

TO-DAY.

WEATHER REPORT.	On date at 9 a.m.	On date at 3 p.m.
Barometer	30.22	30.10
Temperature	61	66
Humidity	80	79
Rainfall		

TO-DAY.

Saturday, 20th January, 1900.
Chinese—20th of 12th moon of 25th year of Kwang-si.
Sun—Rises..... 6hr. 45min.
Sets..... 5hr. 37min.
Moon—In Apsoge 4hr. a.m.
Moon—In Equator 7hr. p.m.
High water—Morning..... 6hr. 11min.
Afternoon..... 1hr. 47min.
Low water—Morning..... 5hr. 47min.
Afternoon..... 5hr. 54min.

ANNIVERSARIES.

1841—Treaty of Chuenpi concluded. Captain Elliot issued a circular re the cessation of Hongkong.
1843—Birth of the first Hongkong born British subject.
1871—Germany proclaimed an Empire.
1878—Adrianople occupied by the Russians.
1891—Death of Kalkaua, King of Hawaii.
Attempt to set fire to the C. N. Co.'s steamer *Pekin* at Shanghai.
1896—S.S. *On Sang* ran on Dunmail Rock and benched.
1897—Census of Hongkong taken: population 226,382.

TO-MORROW.

Sunday, 21st January, 1900.
Chinese—21st of 12th moon of 25th year of Kwang-si.
Sun—Rises..... 6hr. 44min.
Sets..... 5hr. 38min.
High water—Morning..... 6hr. 33min.
Afternoon..... 1hr. 33min.
Low water—Morning..... 6hr. 10min.
Afternoon..... 5hr. 51min.

ANNIVERSARIES.

1793—Louis XVI. executed.
1835—Mr. Davis left Canton for England and was succeeded by Sir George Best.
1861—Lord Elgin left Hongkong for England.
1867—S.S. *Coria* lost.
1869—Attack on Lieut. Kerr and the boat of the *Cockchafer* at Swatow.
1887—Collision in the Yangtze between the P. & O. steamer *Nepaul* and the Chinese transport *Wan Nien Ching*, the latter sunk and over 100 lives lost.
1891—Celebration of the Jubilee of Hongkong commenced. 1 destructive fire at Hanoi.
1897—Jubilee of the London Daily News.

AGENDA.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m.; Matins, 11 a.m.; Evensong, 5.45 p.m.
Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church.—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point.—Morning Service, 11 a.m.
St. Francis' Church, Wanchai.—Mass (Chin.), 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point.—Mass, 8 a.m.
 Wesleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church.—11 a.m. and 6.30 p.m.

Daylight.—O. & O. steamer *Coptic* leaves for San Francisco.
C. & O. steamer *Carlisle City* leaves for San Diego and San Francisco.
1.30 and 1.45 Royal H.K.V.C. Sixth Club Race sailed.

MONDAY, 22nd.

Cargo ex *Onsang* subject to rent.
Cargo ex *Ilson* subject to rent.
Cargo ex *Carlisle* subject to rent.
Cargo ex *Saint Regulus* subject to rent.
N. L. H.-A. steamer *Andria* leaves for Havre and Hamburg.
3 p.m.—"Dunnotar" to be sold by Auction, on the premises.
4.15 p.m.—Football H.K.F.C. v. 25th Co. S. D. R. A. Happy Valley.

TUESDAY, 23rd.

O. S. steamer *Antenor* leaves for London.
Noon—Extraordinary meeting of the China Provident Insurance Co. Ltd.
3 p.m.—Auction sale for spaces, to erect booths and marshes for Races, on the spot.
WEDNESDAY, 24th.
11.30 a.m.—Eleventh Ordinary Meeting of the West Point Building Co. Ltd. at Company's offices, Victoria Buildings.
12 noon—Twelfth Ordinary Meeting of the Hongkong Land Investment and Agency Co. Ltd. at the same place.
2.45 p.m.—Auction Sale of household furniture by Geo. P. Lammett at Rose Villas, West, Bonham Road.

THURSDAY, 25th.

C. N. steamer *Kansu* leaves for Samarang and Sourabaya.
"Ben" Line steamer *Penbmond* leaves for London.
C. N. steamer *Nanchang* leaves for Manila, Hilo and Cebu.
Cargo ex *America* subject to rent.
(About) P. & O. steamer *Bombay* leaves for London.
5 p.m.—Hongkong Boat Club—Race between Garrison Club and German crews. Launch leaves Queen Statue Wharf, for friends, at 4.45 p.m.

FRIDAY, 26th.

Daylight.—N. Y. K. steamer *Kamakura Maru* leaves for Europe.
4 p.m.—N. Y. K. steamer *Yamato Maru* leaves for Australia.
4.45 p.m.—Annual General Meeting of the Hongkong Philharmonic Society at the City Hall.
8.30 for 9 p.m.—Regular meeting of the Victoria Precinctory.

SATURDAY, 27th.

Noon—T. K. R. steamer *America* Maru leaves for San Francisco.
Noon—E. & A. steamer *Eastern* leaves for Sydney and Melbourne.
9 p.m.—Concert in aid of the "Misses and Girls' Fund at Victoria Recreation Club."

SHIPPING AND MAIL NEWS.

Canadian (*Empress of India*) 22nd inst.
German (*Karlsruhe*) 23rd inst.
German (*Oldenburg*) 15th inst.
Indian (*Stratford*) 16th inst.
American (*Gaelic*) 3rd prox.

The Silk ex *Empress of Japan* arrived in New York on the 19th inst.

The C. N. Co.'s steamer *Nanchang* left Manila to-day and is due here on 23rd a.m.

The C. N. Co.'s steamer *Belgian King* left Japan on 18th and is due here on 23rd inst.

The O. S. Co.'s steamer *Saraphon* left Singapore to-day and is due here on 25th inst.

The steamer *Arratoon Apear* from Calcutta, left Singapore for this port yesterday afternoon.

The N. P. S.S. Co.'s steamer *Monmouthshire* arrived at Portland Oregon from Japan and Hongkong on 16th instant.

The N. Y. K.'s steamer *Kamakura Maru* (Europe Line) left

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the China Provident Loan and Mortgage Company will be held at the Office of the Company, No. 9, Praya Central, on TUESDAY, the 23rd of January, at Noon, when the SUBJOINED RESOLUTIONS will be proposed.

Should the Resolutions be passed by the required majority, they will be submitted for confirmation as SPECIAL RESOLUTIONS at a SECOND EXTRAORDINARY GENERAL MEETING, which will be subsequently convened.

RESOLUTIONS:

"That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 50,000 New Shares of \$20 each."

"That the Commission of the General Managers be reduced to 5 per cent, and that the figure '8' in the sixth paragraph of Article XI of the Articles of Association of the Company be struck out and the figure '5' substituted therefor."

SHEWAN, TOMES & CO., General Managers.

Hongkong, 16th January, 1900. [69]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Board of Directors, A. SHELTON HOOPER, Secretary.

The Hongkong Land Investment and Agency Co., Limited, General Agents for The West Point Building Co., Limited.

Hongkong, 3rd January, 1900. [15]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 3rd January, 1900. [14b]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on THURSDAY, the 1st February, at 3 P.M. for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th January to the 1st February inclusive.

By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 16th January, 1900. [65]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on TUESDAY, the 6th February, 1900, at Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from SATURDAY, the 27th January, to TUESDAY, the 6th February, (both days inclusive) during which period NO Transfer of Shares can be registered.

By order of the Board of Directors, A. SHELTON HOOPER, Secretary.

The Hongkong Land Investment and Agency Co., Limited, Agents for The Kowloon Land and Building Company, Limited.

Hongkong, 16th January, 1900. [70b]

"THE ABSENT MINDED BEGGAR."

GRAND NEW PATRIOTIC POEM by KUDYAR KEPLING, Music by SIR ARTHUR SULLIVAN.

Has created a furor unexampled, amazing, immense.

Order at once "for your Credits Sake and Pay, Pay, Pay."

Proceeds given to Patriotic Fund.

ROBINSON PIANO CO., Hongkong, Shanghai & Singapore.

Hongkong, 20th December, 1899. [1580a]

JAPANESE CURIOS.

JUST RECEIVED.

OIL PAINTED AND EMBROIDERED SCREENS, LACQUERED BOXES.

And several kinds of PHOTOGRAPH FRAMES at MODERATE PRICES.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 18th January, 1900. [41]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUNTER and GLADIATOR CO., Ltd. DUNLOP TYRES & BICYCLES—PRICE—\$160.

Special reliable Watch made for this Climate.

Quality A.....\$16

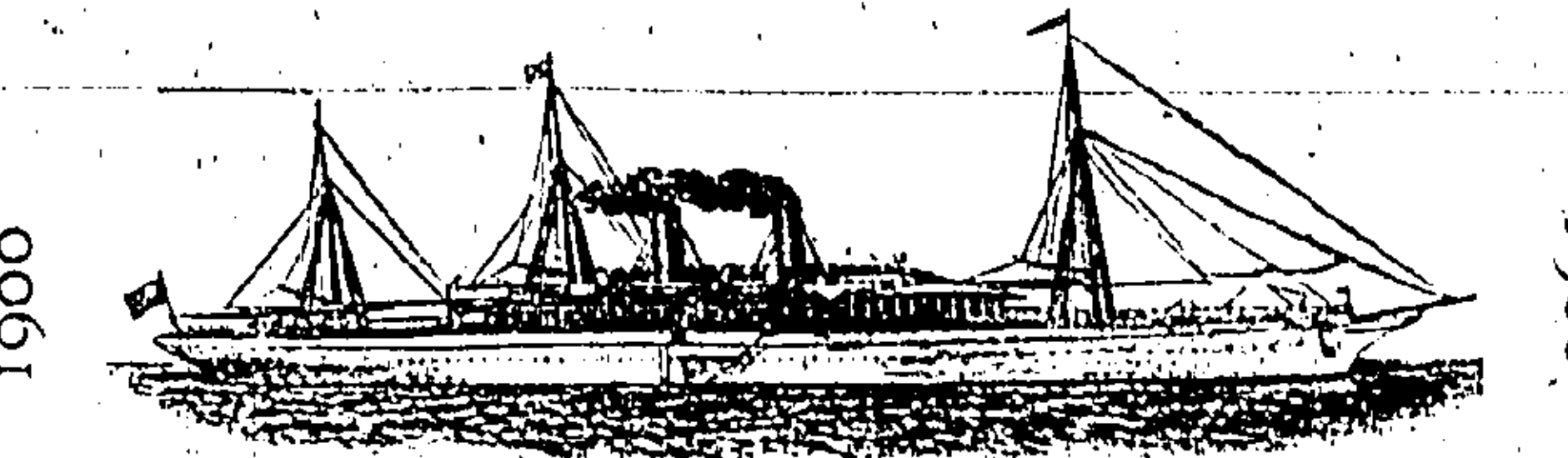
Quality B.....\$12

40, QUEEN'S ROAD, Watson's Building.

[42]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 14th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PACIFIC STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, "Pillar's Street."

Hongkong, 17th January, 1900. [5]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Brookshire... [3567] G. E. Elliot Jan. 23.

Glenloch... [3759] R. D. Jones Feb. 10.

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Aboriginal... [3777] J. Murray Feb. 5.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

HONGKONG TO NEW YORK £44.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in duplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED.

General Agents.

Hongkong, 18th January, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City... [3602] Sunday Jan. 21

Carmarthenshire... [3629] about Feb. 10

Belgum King... [3379] about Feb. 21

Thyra... [3466] about Mar. 6

Lady Joyce... [3466] about Mar. 31

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA AND HONOLULU, on SUNDAY, the 21st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 17th January, 1900. [28]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailing from Hongkong.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) To-morrow, 21st Jan. at Daylight.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 13th Feb. at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 10th Mar. at Noon.

THE Company's Steamship "COPTIC," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, TO-MORROW, the 21st instant, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply for through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 17th January, 1900. [2]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT FOR MARSEILLES, PLYMOUTH AND LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS.

Paromattia... 4886 Mar. 27 Mar. 31 April 6

Massilia... 5026 April 10 April 14 April 20

For Freight or Passage, apply to H. A. RITCHIE, Superintendent, Hongkong.

4th December, 1899. [32]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAKURA MARU	YOKOHAMA (DIRECT)	MONDAY, 22nd Jan. at Noon.
YAWATA MARU	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.	FRIDAY, 26th Jan. at 4 P.M.
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 26th Jan. at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 19th January, 1900. [6]

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG	HAVRE AND HAMBURG.	20th January.
Madsen	(LONDON with transhipment in HAMBURG)	About 8th February.
HOLSTATH	HAVRE AND HAMBURG.	About 15th February.
Bahle	(LONDON with transhipment in HAMBURG)	About 22nd February.
*BABELSBERG	HAVRE AND HAMBURG.	About 27th February.
WESTPHALIA	(LONDON with transhipment in HAMBURG)	About 15th March.
ASTORIA	NEW YORK (via SUEZ CANAL.)	About 15th March.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

27] TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th Jan. at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd Feb. at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 20th March, at Noon.

THE Steamship "AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th January, 1900. [7]

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY. NOTICE.

CONSIGNEES of CARGO per Steamship

"ONSANG," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 22nd instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 15th January, 1900. [1]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL. THE Company's Steamship

"HYSON," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 22nd instant, at Noon will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

JARDINE, MATHESON & Co., Agents.

Hongkong, 15th January, 1900. [60b]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANTON," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—

From Italy, ex S.S. *Thames*.

From Brindisi, ex S.S. *Isis*.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 16th January, 1900. [5]

NOTICE TO CONSIGNEES.

STEAMSHIP "SAINT REGULUS," FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined

